

Cp385.1
W78s
1856

Proceedings of stockholders of Wilmington
and Weldon Railroad

. 1856



Library
OF THE
University of North Carolina

This book was presented by the family
of the late

KEMP PLUMMER BATTLE '49

President of the University of North
from 1876 to 1890

UNIVERSITY OF N.C. AT CHAPEL HILL



00034043721

*This book must not be
taken from the Library
building.*

85.1-6783

1856

PROCEEDINGS

OF THE

STOCKHOLDERS

OF THE

Wilmington & Weldon R. R. Co.,

AT THEIR

TWENTY-FIRST ANNUAL MEETING,

HELD AT

WILMINGTON, NORTH CAROLINA,

NOVEMBER 13th, 1856.

WILMINGTON:

PRINTED BY THOMAS LORING.

1856.

PROCEEDINGS

MEMORANDUM

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

PROCEEDINGS
OF THE
STOCKHOLDERS' MEETING
OF THE
WILMINGTON AND WELDON RAIL ROAD COMPANY.

NOVEMBER 13th, 1856.

Pursuant to the published notices and the previous resolutions, the Stockholders of the Wilmington and Weldon Rail Road Company convened at the Court House, in the town of Wilmington, at 12 o'clock, A. M., on Thursday, the 13th day of November, 1856, to hold the regular annual meeting.

The meeting was called to order by the appointment of Col. Owen R. Kenan, of Duplin county, as Chairman, and Messrs. John Wright, of Wayne county, and John C. MacRae, as Secretaries.

The Secretaries, with Mr. W. A. Wright, were appointed a Committee to examine proxies and ascertain the number of shares of the capital stock of the Company represented.

The Committee reported that 8,011 shares, viz: 3,670 shares in person and 4,341 shares by proxy, were represented, whereupon the meeting was declared to be duly organized.

The President of the Company, W. S. Ashe, Esq., then submitted to the meeting the report of the President and Directors, together with the accompanying reports of the Treasurer and Superintendent.

On motion of Henry Nutt, Esq.,

Resolved, That the report of the President and Directors be received and laid upon the table.

On motion of P. K. Dickinson, Esq.,

Resolved, That the meeting adjourn till half past 2 P. M. At half past 2 o'clock, P. M., the meeting was again called to order.

On motion of John A. Taylor, Esq., the President's report was taken from the table and the following resolution, of

ered by Mr. Taylor, was adopted, viz: That so much of the report of the President and Directors, as refers to a Branch Road to Fayetteville, be referred to a Committee consisting of Messrs. O. G. Parsley, K. H. Lewis and J. L. Hathaway.

On motion of Donald MacRae, Esq.,

Resolved, That in future, the President and Directors affix to their annual reports, a list of the officers and agents of the Company, with their respective salaries.

Dr. F. J. Hill offered the following resolution, viz: That the meeting, in pursuance of the requirements of the charter, proceed to regulate the salaries of the officers of the Company—which was, after debate, rejected.

The Committee to whom was referred that portion of the President's report relating to a branch Road, submitted the following report, which, upon motion, was adopted:

To the Stockholders of the Wil. & Wel. Rail Road Co.

GENTLEMEN:—Your Committee to whom was referred that portion of the report of the President relative to the expediency of obtaining a connexion by Rail Road, with Fayetteville, submit, that the advantages to a Rail Road of increasing the amount of freight and number of passengers by any means commensurate with the benefits thus to be obtained, is a truism, and requires no argument.

That a connexion with an interior town, possessing the advantageous location for trade and business of Fayetteville, would insure immense benefits, not only to our Road, but also to the town of Wilmington and the people of that portion of our State connected with the former place, is beyond doubt or question.

Your Committee would therefore recommend, that the President and Directors of this Company, be authorized and requested to take such action as may be necessary at the ensuing session of the General Assembly of our State, to enable this Company to accomplish this object, and to cause to be made a preliminary survey of a route and estimate of the cost of building a road from some point of connexion with the present one, and report to the next annual meeting, or to a called meeting if they deem the latter course expedient.

O. G. PARSELEY,	} Committee.
R. H. LEWIS,	
J. L. HATHAWAY,	

On motion of John A. Taylor, Esq., the meeting proceeded to its election of a President and seven Directors for the en-

suing year. After counting the ballots in each case, the following gentlemen were declared to be duly elected, viz : W. S. Ashe, Esq., President, and Messrs. Edward P. Hall, Gilbert Potter, Platt K. Dickenson, Armand J. DeRossett, Jr., John D. Bellamy, Wentworth W. Peirce and William C. Bettencourt Directors on the part of the individual Stockholders. Messrs. L. H. B. Whitaker, William H. Lane and Wm. A. Wright were appointed Directors on the part of the State.

On motion of O. G. Parsley, Esq.,

Resolved, That in the opinion of the meeting, great importance attaches to the general efficiency, competency and correctness of those officers having charge of the transportation department, and it is therefore recommended to the President and Directors the payment of such salaries as may secure the services of those fully competent.

On motion of O. G. Parsley, Esq.,

Resolved, That Messrs. Henry Baker and Donald MacRae of Wilmington and J. B. Griswold of Wayne county, be appointed Auditing Committee for the ensuing year.

On motion of A. J. DeRossett, Jr.,

Resolved, That the next Annual meeting of the Stockholders of this Company be held in the town of Wilmington on the second Thursday in November next.

On motion of P. K. Dickinson, Esq.,

Resolved, That the Secretaries with the President and W. A. Wright, Esq., be appointed a committee to superintend the publication of so much of the proceedings of this meeting as may be necessary.

On motion W. A. Wright, Esq., the thanks of the meeting were tendered to the President. There appearing no other business, the meeting was, upon motion, declared to be adjourned.

O. K. KENAN, *Pres't.*

JOHN WRIGHT, {
JOHN C. MACRAE, { *Secretaries.*

REPORT

OF THE

PRESIDENT AND DIRECTORS.

The President and Directors of the Wilmington and Wel-
don Rail Road Company feel gratified in submitting to the
Stockholders their twenty-first annual report. The Earnings
and Expenditures of the Company for the fiscal year termi-
nating September 30th, 1856, are as follows:

RECEIPTS FROM

Through Passengers,	-	-	-	-	-	\$162,341 80
Way Passengers,	-	-	-	-	-	108,408 95
Freight,	-	-	-	-	-	154,158 17
Transportation of Mail and other sources,	-	-	-	-	-	50,984 72

\$475,893 64

EXPENDITURES.

Transportation Department,	-	-	186,694 27
Department of Road Repairs,	-	-	70,767 57
Salaries,	-	-	13,738 94
Incidental Expenses,	-	-	2,694 92
			<u>273,895 70</u>

Leaving this amount, after deducting expenses from receipts, \$201,997 94

At the commencement of the fiscal year, say
on the 1st October, 1855, we had on hand

cash and other assets,	-	-	\$99,256 48
Received this year for old iron sold	-	-	3,455 74
" " " " land sold	-	-	438 00
" " " on investment in Bonds State N. C.	480 00		\$103,630 22

Making a total of - - - \$305,628 16

The amount of disbursements as shown by the Treasurer's
statements, are - - - \$316,670 02

From which, deduct the above sum, - - - 305,628 16

And we have this difference, - - - \$11,041 86

Which sum is an increase of the Company's debt. By ref-
erence, however, to said accounts of the Treasurer, it will
appear that the aggregate amount of the Company's as-
sets, on the 30th September, 1856, were - \$3,087,433 03

While on the 30th September, 1855, as the published pro-
ceedings of last year will show, they were - 3,023,450 86

Showing a difference in favor of the present year of - \$63,982 17

From which deduct the increase of debt as above, - 11,041 86

And the difference - - - \$52,940 31

is the sum in favor of the operations of the Company for the fiscal year
ending 30th September, 1856.

This statement should satisfy every mind that the prosperity of the Company is onward. Whilst our revenue from every source has increased, we can but consider with peculiar satisfaction, our large increase from way travel and freight. The increase from these resources has amounted to the handsome sum of \$23,623 81 over and above the preceding year. When the world is wild with various schemes of improvements, frequently one in competition with another, we should look well to those resources which are calculated to place us in an independent position. This is the character of our way travel and freight. They should be husbanded with the greatest care and attention.

At a meeting of the Board of Directors, held on November 2nd, 1855, the following resolution was adopted: "*Resolved*, That the gross receipts of this Company derived from the transportation of articles of all kinds received from or delivered to the North Carolina Rail Road Company, for transportation on that Road, beginning from the 1st of October, 1855, shall be set aside in aid of the sinking fund referred to in the foregoing resolution."

In the fulfilment of the intent of this resolution, we have collected and invested, as a sinking fund, about the amount of \$42,000, being the amount of our proceeds from freight, in connection with the North Carolina Rail Road. This is \$7,000 more than is exhibited in the table. This difference is owing to the fact that the table does not include as invested our freight for the month of September, which was not invested until October.

Our English debt, for the payment of which this fund has been created, will not be due until November 18, 1858. Before the arrival of that time, we may safely calculate upon the receipt of \$60,000 for the business of the year ending on September 30th, 1857, and \$80,000 for the year ending in 1858, which will place the Company in the possession of \$182,000, wherewith to meet, in part, the anticipated obligation. The balance, amounting to \$40,666 67, can be readily raised either by the sale of our Manchester stock, or the issue of bonds on short time. If after the payment of this

debt, it should be the pleasure of the Directors to continue the policy of appropriating the proceeds of our freight from the North Carolina Rail Road, as a sinking fund, we may safely, yea, confidently calculate that, without any unforeseen casualty, before the lapse of another decade of years, the debt of the Company will be extinguished; and from that time forward, it will be able to divide among its stockholders an annual dividend of 15 per cent.

The great business which the North Carolina Rail Road is destined to do, most clearly attests the wisdom of its construction. This business will increase as the road from Salisbury is advanced, and our freight must necessarily increase in the same proportion.

The report of Mr. Fremont, Chief Engineer and Superintendent, will show the present condition of the road and its probable capacity of doing a more enlarged business. The State of North Carolina has of late years evinced a most patriotic determination to bring into the great exchange of the world her untold wealth. The liberality with which she has assisted the different Rail Roads in the State, is full evidence of this fact. Progression is her policy, and we cannot be mistaken in supposing that her Legislature, at its ensuing session will extend her helping hand to the citizens of Fayetteville, in the completion of her rail road to the coal fields in Chatham county. This work being completed, an immense proportion of the agricultural and mineral wealth of this State will be annually poured into her lap. How will it obtain a fit outlet? By the Cape Fear river? It is impossible. There must be a more sure and reliable mode of transportation than is afforded by the river. In short, we must have a rail road connexion between Wilmington and Fayetteville. This connexion being determined on, we would suggest to our stockholders the expediency of running a branch from the main stem of our road to Fayetteville. This branch would not be more than sixty-five miles in length; and let it start from whatever point that might be selected on the main stem, it would necessarily pass through

a section of country rich in naval stores and agricultural productions.

Information leads us to believe that individual subscriptions could be obtained to perfect the grading, and we would only have to execute the superstructure, including the laying of the iron. This connexion would not be our shortest or cheapest communication with the coal fields of the upper Cape Fear, but greatly more advantageous, as it would afford our Company the remunerative profits arising from the transportation of the bulk of the freight passing through Fayetteville.

In addition to the increased business on the main stem, the enhancement of the Company's property, in and contiguous to the town of Wilmington, would assist in compensating us for its cost.

The subject is referred to the Stockholders for their consideration and action.

Respectfully,

W. S. ASHE, *President.*

REPORT OF THE ENGINEER AND SUPERINTENDENT.

Hon. W. S. ASHE, *President*:

Sir:—I have the honor to submit my Annual Report of the operations of the Road, committed to my charge by the Board of Directors and yourself, for the fiscal year ending September 30th, 1856.

The Earnings of the Road for the year are as follows:

Receipts from Freight,—upward,...	\$59,758 61	
“ “ “ —downward.	94,399 56	—\$154,158 17
“ “ Through Passengers,	\$162,341 80	
“ “ Way Passengers,...	108,408 95	—\$270,750 75
Transportation U. S.		
Mails, ...	\$48,600 00	
“ “ Incidental sources,..	5,840 46	—\$54,440 46
Total earnings of the Road,....		\$479,349 38
Total earnings for the year end- ing Sept. 30th, 1855, were,..		441,994 06
Increase,.....		\$37,355 32

The cost of operating the Road for the same period has been as follows:

SALARIES OF OFFICERS.

Amount paid for salaries of the principal officers,.....\$13,738 94

DEPARTMENT OF ROAD REPAIRS.

Pay of Road Master, Section Master,
Master Carpenter, Carpenters and
Laborers,..... 33,444 06
Subsistence and Clothing,..... 8,370 67

Carried over,.....\$41,814 73—13,738 94

Brought over,.....	\$41,814 73—\$13,738 94
Cost of Timber for repairs of Bridges, Trestle-Work, and dwellings for Section Masters and Laborers,....	7,237 29
Cost of Cross-Ties,.....	18,333 25
Iron Spikes and Chairs,.....	3,382 30—\$70,767 57

DEPARTMENT OF TRANSPORTATION.

<i>Locomotives.</i> —Cost of new Engines and Machinery, &c., for shops,....	\$15,107 73
Cost of materials for repairs,.....	9,947 01
Pay of Sup't of motive power, Foreman and Machinists.....	23,837 14—\$48,891 88
<i>Coaches and Cars.</i> —Cost of New Coach- es, Cars and Machinery for shops, \$14,866 54	
Cost of materials for repairs,.....	10,510 13
Pay of Master Carpenter, Painters and Carpenters,.....	14,344 60—\$39,721 27
Station expenses, (which includes cost of warehouses, wood sheds, pay of warehouse hands and station agents,).....	\$24,933 15
Fuel, (old contracts until January, 1856, with loss necessarily atten- dant thereon, ...	\$22,461 79
Oil and cotton waste.....	8,209 21
Pay of Conductors, Engineers, Train hands and Firemen.....	35,991 06
Subsistence and clothing.....	5,699 70
Loss and damage.....	786 21
Incidental expenses,.....	2,694, 92
Ostensible cost of operating the road.....	273,895 70

This statement is based upon the actual *payments* made in the fiscal year, and does not give the actual *cost* of Materials and Labor, cost of new Tools, Engines, Coaches, Cars, &c., &c., exclusively purchased and remaining on hand, or expended in the fiscal year, as will appear by the following statement:

Deduct from "Road Repairs" and charge to "Construction," the pay of Conductor, Engineer, Fireman and 22 Dirt Train hands employed in filling Trestle Bridge work, not originally filled,.....	\$4,300 00
Deduct from "Locomotives," for new Tools for shop, <i>paid</i> for the last year, though purchased the year previous,.....	7,000 00
Deduct Two-thirds the cost of <i>three additional</i> Mail and Baggage Cars,..	2,100 00
Deduct the cost of materials and labor, applied during the year to new freight Cars, (20 for this Company exclusively, and 20 the joint property of this Company and the N. C. R. R. Co.	13,360 29
Deduct the cost of Iron Pipe for conveying water to yard depot and station house at Wilmington,.....	1,200 00
Deduct the cost of filling up Wharf, included in Station expenses but chargeable to "Construction,"....	2,150 00

FUEL.

This account embraces all the fuel purchased, and paid for in the year, as well as for all purchased previous to the year, and not paid for. There are now no outstanding debts for fuel, except where the fuel is on hand. The new contract system provides for the payment for all Wood received monthly, in addition to which Wood, under the old contracts, had to be received and paid for in this year. There is now double the quantity on hand there was last year. The difference in

cost of what was *paid* for, and what has actually been consumed, by the Company during the year is..6,150 00

OIL.

There has been a saving the past year of nearly 1,000 gallons of Oil, tho' the Oil account has not heretofore been kept. On the 1st October, 1855, I directed an accurate daily statement to be rendered, from which I find, by estimate for 1854-55, that a saving of about 1,000 gallons has been made, (\$1,200) worth. On hand Oct. 1st., 1856, 800 gallons of Oil, worth \$1 25.....1,000 00

Total not chargeable to "operating,".....\$37,260 20

This sum deducted from the ostensible cost of operating the Road.. 273,895 70
leaves as the actual working expenses for the fiscal year.....236,635 41

And the nett earnings..... 242,713 97

The gross receipts being..... ————479,349 38*

From which it will be seen that the cost of operating the Road is considerably less than *fifty per cent. of the gross receipts* for the fiscal year. The minimum cost of operating Rail Roads, with their machinery and equipment in perfect order, under the most favourable circumstances, is estimated to be about three-eighths of the gross receipts.

I am satisfied this Road can be worked for as small a proportion of the receipts as any Rail Road in this country, provided the Road, its Station houses and equipment were completed. The Company is now paying from twenty to thirty thousand dollars per annum for current expenses, repairs, &c., more than would be necessary, if every part of the Road, its machinery and equipment, were in perfect working order.—Though in *safe*, it is not in the most *economical* working order.

I do not doubt, judging from the present income, and pros-

* NOTE—See statement annexed marked A.

pects for increased business, every thing being in good order, it will annually yield an income of 12 to 15 per cent. on the capital invested.

But it is not, in my humble opinion, wise or prudent to rest satisfied with brilliant prospects; and I would say to my successors in office, if I might venture the remark, that activity, vigilance, economy and industry, are qualities especially necessary to complete success.

There are rival lines and rival interests to be met with honorable competition. I would only claim for this Road its *legitimate* business; I would ask *no more, nor would I be satisfied with less.*

The trade of a large portion of the West must pass over one or the other half of this Road. This I consider its "legitimate" business in trade. Its position in the great inland line of travel will always secure a large income from this source—its "legitimate" business in travel.

THE REPAIRS OF ROAD-WAY.

This department has been under the immediate supervision of the Road Master, who has been furnished with eleven Section Masters and 106 track hands, with five watchmen at covered bridges—two Master Carpenters and 18 common trestle-work Carpenters, for the bridges and trestle repairs.

The Number of Section Masters has been reduced from *sixteen* to *eleven*, and the number of track hands and watchmen from 120 to 112. The pay of ten of the Section Masters has been increased five dollars per month, in consequence of the additional length of track placed in their charge. This change in the organization of the Repair hands has caused a reduction in cost of Road Repairs this year of \$2,800. This force, has kept the Roadway in as good order as it could well be, with the great quantity of *worn out* iron in the main track.

Besides the regular work of repairs, these hands have felled nearly all the trees on the right of way of the Company, east of the track, for the space of 65 feet, and will continue this work on both sides, until a cleared space 130 feet wide, (the entire right of way,) is made, to enable our Engineers to be on their guard against any sudden appearance of cattle

on the track, from which we hope to avoid many disasters from this cause in future.

The Trestle Bridge at Goshen Swamp,—the longest one on the Road,—has been more than half filled up, and will be completed by the end of December.

The authority heretofore granted by the Board of Directors, to employ two Dirt Trains on this work has been executed only in part, so far, in consequence of the unavoidable delay in getting out the second train of cars. It is, however, now ready, and as soon as Train hands can be employed, they will be set to work at Bear Swamp, the highest trestle work on the Road.

I cannot too strongly urge the completion of the permanent Roadway, by the construction of culverts and filling up of all marshes and swamps now crossed by Trestle Bridges.

The report of Col. Gwynn, your late Chief Engineer on completing the work, is so full of sound advice upon this subject, that I quote from it what follows :

“The new and permanent structures remain to be erected, as was originally contemplated, in place of those which are built of perishable materials. These require the aid of an Engineer, which I observe the Committee of the Board anticipated in their report of the 23d ultimo.

“The Board are aware, that in consequence of the impossibility of obtaining stone in many places, and from the great cost of them when they could be had, judicious economy directed us, in the first instance, to a resort to modern trestle bridges ; such as are found on the Baltimore and Havre de Grace, and the Camden and Amboy Rail Roads, and on all the great thoroughfares throughout the country ; and to a greater extent, perhaps, than any that have come under the observation of the Board. Immediate provisions should be made for substituting rock culverts in their stead. The material should be collected, and during the dull business months, their transportation to the points where they may be required will afford profitable employment for the locomotives. In this way, with the hands that can be spared from the repairs at the road during some portions of the year, aided by a small

additional force, the work can be executed at an expense so gradual as scarcely to be felt by the Company; whereas if postponed to the last moment, besides costing much more, the expenses would be onerous, greatly prejudicial to the road and a serious drawback upon the active benefits of the capital."

COVERED BRIDGES.

The Bridges over Smith's Creek and the North East branch of the Cape Fear have been completed since my last annual report; the last named entirely re-built, except roofing and weatherboarding, which will soon be done. They may both now be considered permanent and durable structures.

The only one remaining to overhaul is that over Tar River, which I hope to have done at an early day. All the others are in good order.

THE TRESTLE-WORK

Is in as good order as perhaps it can be, without entirely re-building it every two or three years. Twenty Carpenters have been constantly employed on it during the entire season.

REPAIR SHOPS.

I had the pleasure of reporting to you last year that our means for effecting repairs "promptly, economically, and thoroughly," had been much increased by a supply of new tools. This fact is fully confirmed by longer experience.

Our mechanics have found constant employment in repairs, and in new work on the equipment during the entire year. One new Locomotive has been completed—a very valuable machine. We have been constructing, and have now nearly completed, 20 (box) freight cars, 10 first class gravel cars,—and three mail and baggage cars; finished 20 freight cars, reported last year "nearly completed,"—besides doing all the ordinary and extraordinary *repairs* which our service required.

I cannot close this subject without calling your attention to the very exposed condition of our Locomotives, for want of an Engine House for their cover and preservation at this station. I have so often spoken of this, that I will merely allude to it here in passing, as one of the items of expenditure for "completing the Road and equipment," that demands your serious and early consideration.

DEPARTMENT OF TRANSPORTATION.

We have this year carried over the Road 35,329 through passengers, and 72,790 way passengers, an average of 296 passengers per day. Our passenger trains, day and night, have run regularly, and with but few failures to connect at either terminus with the neighboring Roads, and without serious injury to life or limb.

Our Day Express Train has run during the entire year (Sunday's excepted for a few months,) at an average speed of about 32 miles per hour, and the Night Express Train at about 28 miles per hour. A new Schedule has been arranged giving this line a little more time on each of the trains.

By a comparison of the receipts for the past fiscal year with the previous one, we see that our receipts from through and way travel have increased \$23,779 05, which shows a healthy and prosperous condition of this branch of the business of the Company.

The whole number of miles run by our passenger trains, the number of cords of wood consumed, and oil used on Engines and Tenders for both the passenger and freight Trains will be seen by reference to the table annexed. (No. 1.)

Our Freight Trains have been fully employed for about three-fourths of the past year; the remaining *fourth* they have had only about *half work*, yet our receipts from freight the past year exceed those of the previous by \$11,809 45. I look upon this as a most encouraging prospect now for the Company.

In this department there has been found great inconvenience in receiving and transporting freight, in consequence of the want of a good arrangement of the duties of the Warehouse assistants, and also from the inconvenience of the Warehouse.

The want of facilities for the prompt and safe transfer of goods induced the Board of Directors to order the construction of a new Warehouse on the wharf, where vessels could discharge on one side, and drays on the other, with tracks through the centre for the loading and unloading of cars.

I was also directed, early in the month of June, to proceed,

as soon as possible, and examine the Warehouses and Warehousing systems of some of the best Rail Roads in the country, and report the best system in my judgment to put in force here.

This duty was performed by me in the month of August last, and the General Freight Agent is now trying to carry into effect the new system, which when well understood and enforced, will no doubt not only greatly facilitate the prompt dispatch of goods, but will also make the *certainty* of their being found in the cars where they should be, so great that a complaint for non-delivery will seldom be made.

That the old *slow* and *imperfect* manner of doing business has been productive of inconvenience, and sometimes of hardships to consignees, I cannot doubt. But I trust we shall be able in a few months to show such manifest improvements in this branch of the transportation department, that a just public will approve its future management.

Our tariff of freights require some modification. While very light boxes of dry goods are carried entirely too low, the article of rosin and perhaps also turpentine, is charged too high.

I therefore respectfully recommend that this tariff be modified so far as shall be deemed for the best interests of the company and the community.

The Company cannot reap the full measure of profit from its transportation business, unless it satisfies the community which it serves, that it is dealing justly and honorably with its customers. Men may be compelled for a time to do business with a corporation that monopolizes all the benefits to be derived from its operation without giving any in return, but they will have as little to do with it as possible, and will seize the first opportunity that offers, to throw off all business connection with it, and seek other channels of communication. It has ever been, and will continue to be, my aim to furnish the community through which the Road lies, every facility for trade or travel in any direction, being fully impressed with the belief that *free trade* and the good

will of the people along the line is indispensable to the largest success in Rail Road operations.

TABLES, RETURN AND VALUE OF PROPERTY.

The accompanying tables will show in detail, the business of the Road.

A Return of Company's property of every kind on hand on the 30th day of September, 1856, is herewith submitted, (page 17.) The estimated value of the same, amounting to \$2,-858,737 57, is as follows:

ROAD.

For Roadway, Bridges, Warehouses, Wood Sheds, Water Stations, &c., except at Wilmington, Weldon and Goldsboro', 161½ miles, at \$15,000,.....	\$2,422,500 00
One-half the Warehouse at Weldon, (\$3,600)...	1,800 00
“ third of Passenger Station House at Weldon, (\$9,000).....	3,000 00
Wood Shed and one-half Water Station at Weldon,.....	600 00
One-half of the Warehouse at Goldsboro',.....	6,000 00
“ “ “ “ Depot Shed “ “	900 00

\$2,434,800 00

DEPOTS AND SHOPS.

Shops, Depot Sheds, Warehouse, and other buildings at Wilmington,.....	\$64,000 00
Lands, including Wharf and “Love Grove,” at Wilmington, 100,000 00	
Lands at Burgaw,.....	750 00
One-half of the Steamer Harlee, 11,000 00	
Negroes.—Mechanics and Laborers, 15,000 00—	190,750 00
	\$2,625,550 00

Estimated value of the above, Sept. 30th, 1854,	2,520,550 00
Increased valuation of the above in two years,	105,000 00

Present value brought down,..... \$2,625,550 00

ROLLING STOCK.

Locomotives, ...	\$115,700 00
Coaches and Cars,.....	89,900 00—205,600 00

MACHINERY AND TOOLS.

In Finishing Shop,....	\$9,050 00
“ Foundry “	448 00

Carried forward,.....\$9,498 00—2,831,150 00

Brought forward,.....	\$9,498 00	2,831,150 00
In Blacksmith Shop,.....	292 00	
“ Copper Smith Shop,.....	177 00	
“ Boiler “	234 00	
“ Car “	1,215 00	
“ Painting “	76 42	—11,492 42

VALUE OF MATERIAL ON HAND, SEPT. 30TH, 1856.

Iron, Copper, Tin, Castings, Old		
Wheels and Axles,.....	\$5,503 50	
Lumber.—Yellow Pine, White Pine,		
Oak and Poplar,.....	1,246 00	
Paints, Oils, &c.,.....	770 00	—\$7,519 50
Wood on hand September 30th, 1856,		
2,718 cords,.....	\$3,497 50	
Cross-ties on hand Sept. 30th, 1856,		
10,699,.....	2,774 75	
Bridge Timber on hand Sept. 30th,		
1856, 211,955 Feet,.....	1,302 90	
Lumber, (sawed,) 5,050 Feet, ...	50 50	—\$7,625 65

TOOLS BELONGING TO ROAD REPAIRS.

Spades, Shovels, Axes, &c.,.....	\$250 00	
Twenty Hand Cars at \$30,.....	600 00	
Carpenters' Tools,.....	100 00	—950 00

Total value of Company's property, Sept. 30th,
1856,.....\$2,858,737 57

There has been added to the Machinery of the Shop, since
1854, as follows:

To Finishing Shop,.....	\$7,000 00	
To Equipment, two Loco-		
motives,.....	\$17,000 00	
Deduct depreciation of		
old Locomotives,.....	7,000 00	—\$10,000 00
New Cars, &c., less depreciation of		
old ones,.....	12,000 00	
Roadway. — Cross-ties,		
96,000,.....	24,000 00	
Rails 75 tons,.....	4,525 00	—\$28,525 00
Add to this the increase on other property	105,000 00	

Gives as the increased value in two years,.....\$162,525 00

The comparative tables of the principal articles of freight for the past three years—the table of Locomotives, miles run, value, &c., with a list of Engineers, arranged in order of merit as shown by the reports for the last six months, with the Physicians Report are annexed and respectfully referred to, for detailed information of the affairs of the Company.

ACCOUNTABILITY.

I have succeeded, to some extent, in introducing a more efficient system of accountability than has been into operation heretofore.

I must ask further aid in putting this matter upon a permanent and useful footing.

Until Oct., 1855, there had been required no manner of accountability for Wood, Oil, Iron, Lumber, Provisions, Tools, &c. Purchases were made, and these supplies furnished for the services as demanded by the various agents. They were issued, but no record whatever made of them. I have found it a heavy tax on my time, and that of the young clerk allowed to assist me in this branch, to keep an accurate account of all the supplies issued; in fact, it is impossible to do it thoroughly without the aid of a *Storekeeper*.

An Officer almost universally employed on Railroads, at the principal depot of supplies: the experience I have had in this matter already, impels me more than ever to urge a more strict accountability and watchfulness over the supplies of Materials, Provisions, Tools, &c., issued throughout the line of the Road.

To use the expression of the former Chief Engineer, (Col. Gwynn,) "Nothing will tend so much as to keep down the expenses of the Company, as a periodical exhibit of these statistics," viz: to show annually the whole amount of articles purchased, what they cost, and how they have been expended, or what amount remains on hand.

The saving of Oil alone, has been enough to pay *double* the salary of a *Storekeeper*.

I cannot produce better evidence of the correctness of my views than by referring to the Report of Col. Gwynn, upon this subject, of April 1840.

BRANCHES AND CONNECTIONS WITH OTHER RAIL ROADS.

Our connections with the several Rail Roads at Wilmington, Goldsboro' and Weldon, has been regular, and with profit and convenience to all concerned. The Day Train on Sunday, which was discontinued in February, was resumed in June, and we continue now to run two Daily Passenger Trains each way.

The through travel has increased considerably during the past year over the year previous; the receipts from it exceed by \$12,000 those of any former year, and this, too, after the establishment of a ticket by way of Raleigh, Charlotte and Columbia, &c.

I do not apprehend any falling off in this branch of our travel from that arrangement. Travellers will not often take a more circuitous route with a single Daily communication, when they can find equal facilities, equal safety, and superior speed, by the shorter route. We should always rejoice to see the prosperity and success of our neighbors, and tho' we differ with them as to the propriety of a night through train, instead of a day local train, yet this is their business.

The North Carolina Rail Road has, as was anticipated by its projectors, been productive of a large increase of business to this Road. The receipts from freight alone from that Road, during the last fiscal year, have been more than \$42,000, tho' the business has not yet assumed a form of order and regularity. The citizens of Wilmington foresaw, at an early day, that this great work must be the means of bringing to their town the bulk of the produce of Western North Carolina.— Liberal aid was therefore extended to the work, for which they may now, if they will, reap a plentiful harvest.

With 43 miles of Rail Road distance in their favor, it is impossible for any market town beyond the limits of the State to compete with them successfully for this trade.

This Road is, however, open to all. *Free trade* is the policy of its managers. Those who prefer going to Portsmouth or Petersburg can do so by this Road, via Goldsboro' and Weldon, upon the same terms they can come here. That is, the cost for transportation to Weldon is the same it is to Wilmington.

Arrangements were made in May last, with the North Carolina Rail Road Company, to run freight trains through from Charlotte to Wilmington, so that we can now guarantee the most prompt delivery of freight in the West or East

A similar arrangement will soon be perfected with the same Company and the Sea Board and Roanoke Company, by which freight from Portsmouth can reach points West of Raleigh as soon and as cheap as by any other route.

ANNUAL REPORTS.

There are now but one or two full sets of the Annual Reports of the Company in existence, so far as known. The great fire of 1843 destroyed all, or nearly all, of the surplus copies, and it is now impossible to make up but one full set in the office. I therefore recommend the republication of all essential parts of the Annual Reports in a single volume with such valuable statistical information as may be obtained from the books ; showing the annual change in the trade and travel over the Road.

With but few exceptions the various Officers and Agents of the Company have performed the duties devolving upon them in a creditable and satisfactory manner.

Respectfully submitted,

S. L. FREMONT,

Engineer and Superintendent.

Wilmington and Weldon R. R. Co.,

Office of Engineer and Superintendent,

Wilmington, N. C., Oct. 1st, 1856.

(A.)

A RECAPITULATORY

Statement of the Receipts and Expenditures for the fiscal year ending Sept. 30, 1856, by the Engineer and Superintendent :

EARNINGS OF THE ROAD.

Received from Freight,.....	\$154,158	17
“ “ Passengers,.....	270,750	75
“ “ Transportation of U. S. Mail,.....	48,600	00
“ for Rents, Sales of Old Material, &c.,..	5,840	46

Total earnings of the Road,.....\$479,349 38

Cost of operating the Road for the same period
has been as follows :

Salaries,.....	\$13,738	94
Department of Road Repairs,.....	66,467	54
“ “ Transportation,.....	156,428	93-236,635 41

Nett earnings,.....\$242,713 97

Construction account,..... \$4,300 00

Unpaid accounts of last year,..... 14,150 00

Additional equipment account,..... 15,460 29—37,260 29

Balance of earnings,.....\$205,453 68

A STATEMENT

Of the number of Cross-ties, Rails and Bridge Timbers, laid in track during the year and remaining on hand, Sept. 30, 1856:

MONTHS.	CROSS-TIES.	RAILS.	TRESTLE TIMBER.
January,.....	913	13	1,504 ft
February,.....	1,856	4	13,320 “
March,.....	4,956	38	5,677 “
April,.....	6,842	6	37,642 “
May,.....	6,717		23,874 “
June,.....	6,306		10,831 “
July,.....	3,294		48,580 “
August,.....	2,613		11,820 “
September,.....	3,482		23,422 “
	36,979	61	176,670 ft
Remaining on hand,.....	10,699		211,955 “
Total purchased,.....	47,678		388,625 ft

S. L. FREMONT, *Eng & Sup't.*

HOSPITAL REPORT OF PHYSICIAN.

S. L. FREMONT, Esq., Sup. & Eng. W. & W. R. R.,

Sir:—The following is a report of cases treated in the Company's Hospital since Jan. 1st, 1856. I have included in this report two or three cases that were in the Hospital uncured at that time :

NO. CASES.		NO. CASES.	
Amputation of leg,.....	1	Cholera Morbus,.....	6
Gunshot wounds,.....	2	Colic,.....	7
Cases minor surgery,.....	23	Measles,.....	4
Typhoid Pneumonia,.....	1	Pneumonia,.....	1
Frost bitten,.....	1	Bilious Fever,.....	43
Pleurisy,.....	7	Diseases and Injury of Eye,.....	2
Bone Felon,.....	10	Diarrhea,.....	14
Chill and Fever,.....	63	Paralysis,.....	1
Dysentery,.....	10	Gonorrhea,.....	30
Rheumatism,.....	14	Malingering.....	2
Bronchitis,.....	1	Neuralgia,.....	1
Catarrhal Fever,.....	8	Hypochondria,.....	1
Stranguary,.....	1	Biles,.....	2

256

But one death has occurred in the Hospital,—that from wounds received in the abdomen from the accidental discharge of a pistol—three have left the Hospital uncured,—they were taken away by their owners or their representatives.

The Comyany's Hospital, built in 1855, has been productive of much comfort to the sick servants in the Company's service. Before the construction of this building, I have been called to attend negroes very ill, in a freight car, or some out house, with no comfort or convenience for either the sick or medical attendant.

The Hospital has four rooms for the sick, in case they are required, where bunks with mattresses, bed-linen and blankets are provided; with a full supply of Hospital stores, and with the assistance of an excellent Matron, to attend the sick at all times. The yard is locked at sundown, and no one allowed to pass in or out until sunrise.

My visits to the Hospital have generally been daily, and I know of no public work where this class of sick are better at-

JAS. F. McREE, JR., M. D.

Return of Machinery, Tools and Stock remaining on hand in the Machine Shops of the W. & W. R. R. Co., Sept. 30th, 1856.

No.	Articles.	When Purchased	Present Value.	Value in 1854.
FINISHING SHOP.				
1	Stationary Engine, - -		600 00	600 00
1	12 ft. Lathe, - - -	Previous	630 00	600 00
1	14 " do., - - -	to	400 00	400 00
1	8 " do., (Geared) - -	1854.	300 00	300 00
3	Hand Plainers, - - -	"	150 00	150 00
1	Old Wheel Lathe, - - -	"	250 00	250 00
1	Small Upright Drill Press, -	"	50 00	50 00
1	Bolt Cutter, - - -	"	20 00	20 00
4	Large Vices, - - -	"	200 00	200 00
6	Small do., - - -	"	60 00	60 00
1	Large geared Engine Lathe, -	1855.	2,300 00	Not on hand
1	14 ft. do., - - -	"	000 00	"
1	10 " do., - - -	"	500 00	"
1	12 " Plainer, - - -	"	1,150 00	"
1	Vertical Drill & Bo. Ma., -	"	420 00	"
1	Wheel Press, - - -	"	360 00	"
13	Hand Hammers, - - -	Previous	19 50	19 50
11	Large Screw Wrenches, - -	to	27 50	27 50
3	Small do., - - -	1854.	6 00	6 00
116	Cold Chisels, - - -	"	53 00	38 00
23	Centre do., - - -	"	11 50	11 50
28	Do. Punches, - - -	"	7 00	7 00
62	Reamers, - - -	"	62 00	62 00
17	Scribes, - - -	"	4 25	4 25
87	Flat Files, - - -	"	43 50	50 00
42	Halfround do., - - -	"	21 00	22 00
19	Round do., - - -	"	8 00	8 00
3	Saw do., - - -	"	3 50	3 50
28	Square do., - - -	"	24 00	24 00
2	Jack Screws, - - -	"	40 00	44 00
12	Oil Cans, - - -	"	3 00	3 00
3	Lamps, - - -	"	75	75
12	Emery Boxes, - - -	"	1 00	1 00
39	File Handles, - - -	"	3 50	3 50
3	Hack Saws, - - -	"	2 25	2 25
4	Brushes, - - -	"	1 00	1 00
2	Rasps, - - -	"	2 00	2 00
14	Set. Type, - - -	"	5 00	5 00
1	" Figures, - - -	"	5 00	5 00
1	Wire Gauge, - - -	"	1 00	1 00
3	Tap Wrenches, - - -	"	1 00	1 00
1	Hand Drill, - - -	"	50 00	50 00
12	Arbours. assorted Sizes, -	"	12 00	12 00
2	Screw Plates, - - -	"	2 00	2 00
6	Taps, - - -	"	10 00	10 00
1	Spirit Level, - - -	"	4 0	4 00
7	Drifts, - - -	1854.	1 50	1 50
	Other Old Tools, - - -	"	300 00	300 00
FOUNDRY.				
1	Large Cupola, - - -	"	100 00	100 00
			\$ 8,200 75	\$3,462 25

RETURN CONTINUED.

No.	Articles.	When Purchased	Present Value.	Value in 1854.
	Amount brought forward,	"	\$ 8,200 75	\$ 3,462 25
1	Small do., - - -	"	25 00	25 00
1	Brass Furnace, - - -	"	40 00	40 00
4	Shovels, - - -	"	4 00	4 00
3	Brushes, - - -	"	1 50	1 80
5	Riddles, (good order) - - -	"	5 00	5 00
4	" (bad order) - - -	"	2 00	3 00
6	Rammers, - - -	"	3 00	3 00
3	Hammers, - - -	"	3 00	3 00
6	Ladles, - - -	"	12 00	12 00
1	Core Bench, - - -	"	2 00	2 00
1	Core Oven, - - -	"	25 00	25 00
1	Coal Mill, - - -	"	10 00	10 00
1	Wheel Barrow, - - -	"	2 50	2 50
1	Pr. Tongs, - - -	"	1 00	1 00
3	Crucibles, - - -	"	6 00	6 00
1	Pr. Ballances, - - -	"	2 00	2 00
1	Crane Fall and Tackle, - - -	"	80 00	80 00
	BLACKSMITH SHOP.	"		
7	Anvils, - - -	"	70 00	70 00
7	Prs. Bellows, - - -	"	84 00	84 00
10	Sledge Hammers, - - -	"	15 00	
7	Hand " - - -	"	7 00	
	Swages and Wrenches, - - -	"	50 00	
	Heading Tools, - - -	"	25 00	
	Tongs, - - -	"	40 00	
	COPPERSMITH SHOP.	"		
1	Folding Machine, - - -	"	18 00	Not on
1	Seaming " - - -	"	10 25	hand.
1	Beading " - - -	"	14 75	"
1	Setting Down, - - -	"	9 25	"
1	Vice 6 Strakes, - - -	"	10 00	10 00
1	Pr. Soldering Irons, - - -	"	1 00	1 00
3	Ladles, - - -	"	75	75
1	Pr. Shears, - - -	"	5 00	
2	Screw Wrench, - - -	"	2 00	2 00
2	Cold Chisels, - - -	"	1 00	1 00
1	File, - - -	"	50	50
1	Solder Mould, - - -	"	50	50
1	Pr. Bellows; (bad order) - - -	"	2 00	5 00
1	Pr. Tongs, - - -	"	1 00	1 00
1	Shovel, - - -	"	1 00	1 00
	BOILER SHOP.	"		
2	Punching Machine, - - -	"	50 00	50 00
1	Pr. Large Shears, - - -	"	50 00	50 00
2	Anvils, - - -	"	20 00	20 00
2	Pr. Bellows, - - -	"	20 00	20 00
3	Sledge Hammers, - - -	"	4 50	4 50
4	Riveting, " - - -	"	4 00	4 00
4	Hand " - - -	"	4 00	4 00
3	Screw Wrenches, - - -	"	6 00	6 00
12	Prs. Tongs, - - -	"	6 00	6 00
6	Swages, - - -	"	6 00	6 00
3	Punches, - - -	"	1 50	1 50
15	Cold Chisels, - - -	"	7 50	1 75
3	Flatters, - - -	"	3 00	3 00
	Carried forward,		\$8,975 25	\$4,040 95

RETURN CONTINUED.

No.	Articles.	When Purchased	Present Value.	Value in 1854.
	Amonnt brought forward,		\$ 8,975 25	\$ 4,040 95
3	Boil Smith Fellows, - - -	"	3 60	3 00
2	Heading Tools, - - -	"	1 00	1 00
4	Reamers, - - - - -	1854.	2 00	2 00
5	Braces, - - - - -	"	2 00	2 00
1	Screw Punch, - - - - -	"	5 00	5 00
12	Tools for making Bibbers, -	"	6 00	6 00
1	Pr. Dividers, - - - - -	"	50	50
2	Prs. Calipers, - - - - -	"	1 00	1 00
2	Lamps, - - - - -	"	25	25
1	Vice, - - - - -	"	10 00	10 00
1	Pr. Rollers, - - - - -	"	20 00	20 00
6	Corking tools, - - - - -	"	1 80	1 50
	CARPENTER SHOP.			
1	Stationary Engine, - - -	"	600 00	Not on
1	(Daniel's) Plainer, - - -	"	450 00	hand.
1	Tenant Machine, - - - -	"	90 00	"
1	Edging Saw, - - - - -	"	50 00	"
1	Gig - - - - -	"	25 00	1215 00
	PAINT SHOP.			
5	Paint Brushes - - - - -	Previous	\$ 6 00	Not on
3	Varnish " - - - - -	to	1 80	hand.
3	" Tools - - - - -	1854.	1 50	"
3	Dusters - - - - -	"	80	"
6	Pencils - - - - -	"	75	"
30	Oil Paint Brushes - - - -	"	7 50	10 00
6	Oil Varnish " - - - - -	"	3 00	5 00
50	Paint Pots - - - - -	"	6 00	7 00
2	" Mills - - - - -	"	15 00	Worn out,
2	" Stones - - - - -	"	12 00	Not on
2	Putty Knives - - - - -	1856.	37	hand.
1	Pallet " - - - - -	Previous	50	
1	Large Iron Pot - - - - -	to	1 50	Now on
4	Tin Cans, (30 gallons) - -	1854.	30 00	hand.
6	" (5 ") - - - - -	1856.	4 00	Not on
6	" (1 ") - - - - -	"	1 50	hand.
3	Hammers - - - - -	"	1 50	1 50
1	Pair Pincers - - - - -	"	25	25
1	" Cut Nippers - - - - -	"	50	50
2	Screw Drivers - - - - -	"	50	50
1	Gallon Pot - - - - -	"	25	25
4	Funnels - - - - -	"	50	50
1	Pair Scales - - - - -	"	6 00	6 00
			\$10,344 52	\$5,339 80

*Materials on hand for Machine, Boiler, Blacksmith,
Coppersmith Shops and Foundry.*

50000	Lbs. of ass'd Iron at 5 cents,	"	2500 00	Not on
3	Sheet of No. 10 Iron, - -	"	15 00	hand.
32	" " Boiler Iron, - - -	"	320 00	"
6	Kegs Rivets, - - - - -	"	30 00	"
12	New Locomotive tires, - -	"	232 00	"
20000	Lbs. of new Castings, - -	"	800 00	"
15	Tons of Bituminous Coal, -	"	82 50	"
			\$ 3,979 50	

RETURN CONTINUED.

No.	Articles.	When Purchased	Present Value.	Value in 1854.
	Amount brought forward,		\$ 3,979 50	
144	Prs. of Old Wheelaxles,	"	1524 00	5503 50
	CARPENTER SHOP.			
24000	Ft. of Poplar lumber,	"	580 00	Not on
8000	" " White Pine,	"	360 00	"
6000	" " Yellow "	"	150 00	"
6000	" " Oak lumber,	"	150 00	1246 00
	PAINT SHOP.			
500	Lbs. of Ground Lead,	"	\$ 45 00	Not on
300	Dry "	"	24 00	hand.
80	Gallons of Linseed Oil	"	80 00	"
20	" Coa. Varnish	"	60 00	"
6	" Imperial "	"	25 50	"
5	" Black "	"	5 00	"
20	" Japan "	"	20 00	"
2	" Spirits "	"	1 20	"
1	Bbls. of Pumice	"	5 00	"
2200	Lbs. of Brandon Paint	"	66 00	"
20	" Venetian Red	"	1 20	"
10	" Burnt Umber	"	2 50	"
10	" " Seanie	"	2 80	"
72	" " Chrome Green	"	18 00	"
80	" " Yellow	"	17 50	"
300	" Zinc	"	30 00	"
60	" Vermillion (Am.)	"	15 00	"
75	" Red Lead	"	6 00	"
20	" India "	"	6 00	"
10	" Whiting	"	40	"
5	" Ground Pumice	"	1 00	"
3	" Blue Smalt	"	75	"
3	" Japan Tin	"	90	"
100	" Mixed Paints	"	12 50	"
8	" Shelack	"	2 00	"
1	Keg Litherage	"	10 48	"
5	Lbs. of Lamp Black,	"	40 00	Not on
5	" English Vermillion,	"	8 75	hand.
1	" Blue,	"	75	"
35	Panes of colored Glass,	"		"
11	Dutch Metal, (Pg'es.)	"	6 00	"
6	Books Gold Leaf,	"	2 40	"
1	Lb. Orange Mineral,	"	25	"
1	Bottle of Gold Paint,	"	1 50	"
1	Oz. Carmine,	"	1 20	"
3	Pieces Head Lining,	"	121 50	"
10	Lbs. of Copper Tacks,	"	4 00	"
4	Reams of Sand Paper,	"	20 00	"
14	Yards Cotton Duck,	"	2 80	"
15	" Brussels Carpeting,	"	19 00	"
60	" " "	"	84 00	"
			\$ 7,481 58	\$ 6,749 50
	Total value of Tools in 1856,	-	-	\$11,492 42
	" " " 1854,	-	-	4,064 80
	Increased value,	-	-	7,398 62
	Total value materials on hand,	-	-	7,428 62
				\$7,520 08

CONSOLIDATED REPORT OF LOCOMOTIVES—CONTINUED.

No. of Locomotives.	Cost of Fuel.	Cost of Oil.	Cost of Cotton Waste.	Cost of Repairs from Accident.	Paid to Engineers.	Paid to Firemen.	COST PER MILE FOR FUEL, IN CENTS.	COST PER MILE FOR OIL & WASTE, IN CTS.	COST PER MILE FOR REPAIRS, IN CENTS.	Total Cost per Mile Run.	Total cost of Engines for the year.	Present Value of Locomotives.	REMARKS.
1	\$ 823 83	\$ 211 33	\$ 16 48	\$ 525 95	\$ 900 00	\$ 480 00	21 8-10	1 9-10	1 8-10	9 8	\$ 3,053 51	\$ 8,500	In good order,
2	515 82	100 08	12 29	143 04	525 00	280 00	21 6-10	9 9-10	1 8-10	8	1,566 37	6,000	do.
3	491 04	124 03	14 08	561 48	600 00	320 00	21 7-10	3 7-10	3 8	10	1,932 30	6,000	do.
4	799 77	257 06	17 91	241 83	900 00	480 00	21 8-10	7 7-10	8 8	9	2,764 22	7,000	Running but wants overhauling.
5	902 00	269 20	16 28	589 96	900 00	480 00	3 9-10	1 9-10	1 8	9	2,977 42	7,000	Overhauling.
6	848 65	238 18	15 92	331 34	900 00	480 00	2 8-10	1 7-10	1 8	8	2,683 89	7,000	do.
7	220 11	49 66	3 92	11 85	225 00	120 00	3 7-10	7 7-10	8 8	8	669 90	8,000	Good order; built at Com. Shop.
8	1,160 66	298 98	18 80	171 84	900 00	480 00	3 9-10	5 5-10	8 9	9	3,148 70	7,000	Running but wants overhauling.
9	341 23	129 00	5 38	1,046 63	300 00	160 00	3 1	8 8	18	2,208 24	7,000	Good order.	
10	342 35	109 81	5 68	1,328 90	375 00	200 00	2 9-10	10 10	18	2,301 58	7,000	do.	
	6,375 46	1,787 33	126 74	4,955 74	6,526 00	3,480 00					23,306 13	70,500	
1	985 42	206 19	7 90	154 66	1,080 00	240 00	5 1	9 9	10	10	2,820 45	8,000	Good order!
2	724 18	114 59	12 77	83 98	1,080 00	240 00	4 9-10	41-0	13	13	2,255 62	4,000	Running but wants overhauling.
3	714 01	110 35	9 73	132 64	795 00	200 00	5 9-10	91-0	14	14	2,060 65	7,000	Good order.
4	716 66	107 35	8 64	223 56	800 00	220 00	6 9-10	1 1	19	19	2,396 90	7,500	do.
5	764 67	176 48	8 46	281 65	860 00	240 00	5 1	1 1	17	17	2,452 41	4,000	Wants overhauling.
	450 74	63 38	4 29	178 30	550 00	160 00	5 7-10	1 1	15	15	1,399 69	3,000	Good order.
	900 00	205 00	80 00	100 00	720 00	240 00	4 1	5 5	11	11	2,245 00	2,000	Running order.
	5,255 68	986 32	131 78	1,054 79	5,885 00	1,540 00					15,630 72	\$ 35,500	
	11,631 14	2,773 65	258 52	6,008 53	189 36	12,410 00	5,020 00				38,936 85	\$ 106,000	

CONSOLIDATED REPORT—CONTINUED.

"	Gravel Train Engine,	W. A. Graham			
"	Yard Engine.	Saxapahaw, (Shifting trains)			
Not in service.	Engine Rebuilding	Brunswick	\$1,000		Not worth rebuilding.
"	"	W. H. Haywood	600		Worn out.
"	"	E. B. Dudley	3,000		Rebuilding.
"	Wornout and irreparable.	J. C. Calhoun	\$,000		Worth rebuilding.
"	"	Edgecombe	800		do.
"	"	Cumberland	400		Worn out.
					do.
		Total value	\$115,700		

RECAPITULATION.

Passenger Engines.	10
Freight Engines.	6
Gravel and Repair Engines.	2
Engines not in service but reparable.	3
Engines " " and irreparable.	3
Total	25
Total number of miles run by Passenger Engines	230,334
" " " Freight	105,855
	\$336,189

HARRY Z. RUGGLES,
Sup't. of Shops.

S. L. FREMONT,
Eng. and Supt.

*Return of Coaches and Cars on the Wilmington and
Weldon Rail Road, September 30th, 1856.*

No.	Coaches and Cars.	State of condition.	Average value of each.	Total value.	Remarks.
5	Coaches.	In good order.	\$2,200	\$11,000	In excellent order.
9	"	Old.	1,600	14,400	Old, but running.
3	2nd Class Cars.	Good order.	1,500	4,500	2 years old.
3	Bag. and Mail.	New.	700	2,100	2-3 complete.
4	Baggage Cars.	Old.	650	2,600	
2	Mail "	"	500	1,000	Serviceable.
35	Box "	In good order.	600	21,000	New within 18 mo.
5	" "	" fair "	300	1,500	
70	Flat "	" " "	350	24,500	In s'rvic 1 to 8 y'rs.
20	Dirt "	New.	350	7,000	New this year.
6	" "	Old.	50	300	Much worn.
			Total value, \$89,9000		

RECAPITULATION.—PASSENGER CARS.

Date and expenditure.	Coaches.	2d Class passenger Cars.	Baggage Cars.	Baggage & Mail Cars.	Mail Cars	Crate Cars.	Crates.	Express Cars.
On hand Sept. 30, 1855.	14	3	5		3	3	7	2
Worn out or broken 1856.			1		1	1		
Constructed in the y'r 1856.				3				
On hand Sept. 30, 1856.	14	3	4	3	2	2	7	2
Transference to freight trains.						2		2
Total remaining on hand in passenger trains.	14	3	4	3	2		7	

FREIGHT CARS.

Box Cars on hand September 30, 1855,	-	-	-	46
Platform Cars " " " "	-	-	-	70
Dirt Cars " " " "	-	-	-	9
				125
Box Cars on hand September 30, 1856,	-	-	-	46
Flat Cars " " " "	-	-	-	70
Flat Cars transferred from passenger trains,	-	-	-	2
" worn out,	-	-	-	2
Box Cars worn out,	-	-	-	6
Dirt Cars worn out,	-	-	-	3
				123
To be accounted for Box Cars,	-	-	-	46
Flat Cars,	-	-	-	70
Dirt Cars,	-	-	-	9
Purchased and constructed Dirt Cars,	-	-	-	20
				145
On hand Sept. 20, 1856, for service, Box Cars,	-	-	-	40
Flat " "	-	-	-	70
Dirt " "	-	-	-	26
				136
S. L. FREMONT,				Eng. & Supt.

A Comparative Statement of the principal Articles of Freight delivered from and received for Transportation at Wilmington, for the last three fiscal years.

Fiscal Years.	Bacon Lbs.	Corn bush.	Cotton bales.	Flour bbls.	Rosin bbls.	Spirits Turp. bbls.	Crude Turp. bbls.	Tar bbls.	Wheat bush.
1854	493763	15845	2541	245	85225	20422	12478	6930	86
1855	521936	17378	7650	2781	84541	34038	17935	8397	116
1856	518738	29384	7435	9584	60047	30419	19905	10674	57678

A Comparative Statement of the same Articles received at Weldon.

1854	6050	628	4547	25	28663	1299	991	4	1110
1855	5490	8429	5925	2210	15723	675	786	310	2936
1856	8840	2534	5500	5500	13383	112		349	9832

Total amount received at Wilmington and Weldon.

1854	499813	15973	7088	270	113888	31721	13469	6934	1196
1855	527426	25807	13575	4991	100244	34713	18721	8708	3052
1856	527578	31918	12935	15084	73430	30531	19005	11028	67510

NOTE.—This statement shows a falling off in the quantity of Spirits Turpentine in three years of - 5,000 bbls.
Do. in Rosin of - 40,000 "
While the quantity of Crude Turpentine has increased more than, - 6,000 "

S. L. FREMONT, Engr. Supt.

(A.)

ANNUAL ABSTRACT, showing the number of Passengers, also the Receipts from Passengers, Freight, Mail, &c.

MONTHS.	PASSENGERS.			Amount from Through Passengers.	Amount from Way Passengers.	Amount from Freight.	Amount from Mail Transporta- tion.	Amount from Miscellane- ous sources.	Total Amount.
	Through.		Way.						
	North.	South.							
October, 1855,	826½	2,314½	6,506	14,139 85	9,363 23	14,227 39			37,730 47
November,	641	1,994½	5,647	12,003 51	8,182 84	14,445 54		173 77	34,805 66
December,	1,062	1,415½	7,769	11,542 01	11,846 23	11,571 43	12,150 00	53 53	47,163 20
January, 1856,	1,024½	1,424	6,113	11,619 47	10,584 89	9,399 35		97 55	31,701 26
February,	1,898	1,312½	5,693	16,024 30	8,775 34	11,017 69		88 75	35,906 08
March,	1,410	1,881½	6,051	14,945 28	9,271 00	14,366 70	12,150 00	50 00	50,782 98
April,	1,269	1,071	5,417	10,763 52	8,129 00	17,079 43		1 210 00	37,181 95
May,	1,610	875	5,977	11,615 00	7,902 72	12,924 91		56 69	32,499 32
June,	1,455½	956	5,274	11,098 35	7,914 70	9,369 74	12,150 00	85 26	40,618 05
July,	2,030	896½	6,421	13,326 11	8,955 89	10,157 51		308 75	32,748 26
August,	2,201	1,585	5,990	16,586 27	8,353 36	12,880 77		122 08	37,892 48
September,	1,157	3,018½	5,932	18,678 13	9,129 75	16,767 71	12,150 00	138 34	56,863 93
	16,584½	18,744½	72,790	162,341 80	108,408 95	154,158 17	48,600 00	2,384 72	475,893 64

(B.)

ANNUAL STATEMENT.

Of Expenditures for the year ending 30th September, 1856.

TRANSPORTATION DEPARTMENT.

DATE.	LOCOMOTIVES.				COACHES AND CARS.				Station Expenses.	FUEL.	Oil and Waste.
	Cost of New Engines and Machinery, &c. for Shops.	Cost of Mater'ls for Repairs.	Pay of Superintendent & Machinists.	TOTAL.	Cost of New Coaches and Cars & Machinery & tools for Shops.	Cost of Mater'ls for Repairs.	Pay of Master Carpenter and Workmen.	TOTAL.			
1855											
October,		115 03	2,186 13	2,201 16		55 28	1,065 33	1,120 61	2,210 90	642 92	55 37
November,	7,031 58	605 97	1,504 75	9,142 30	1,310 12	53 00	1,256 85	2,619 97	1,827 93	3,714 58	12 53
December,		1,694 95	2,101 44	3,796 39	5,723 94	1,883 94	891 82	8,499 70	3,900 45	4,660 28	3,770 51
1856											
January,	7,954 15	358 90	2,369 36	10,682 41	538 61		1,031 82	1,570 43	1,943 07	806 00	1,179 10
February,		699 62	2,147 66	2,847 28	840 00	1,509 12	833 16	3,162 28	1,027 12	2,169 06	404 75
March,	122 00	695 45	1,966 02	2,783 47	3,780 62	17 84	964 83	4,763 29	982 72	1,300 62	31 69
April,		2,238 27	1,789 07	4,027 34		1,608 59	935 21	2,543 80	970 36	1,925 23	990 60
May,		705 47	1,829 20	2,534 67	2,185 65	1,035 03	1,023 28	4,243 96	3,666 47	2,094 69	42 38
June,		279 40	1,686 09	1,965 49		593 00	1,270 66	1,863 66	913 70	783 40	141 20
July,		1,193 27	1,758 37	2,927 64	462 60	1,488 60	1,278 88	3,230 08	1,242 11	1,125 86	135 32
August,		1,090 58	1,589 31	2,679 89	25 00	1,366 64	1,379 51	2,771 15	1,529 04	2,555 02	324 44
September,		394 10	2,909 74	3,303 84		899 09	2,433 25	3,332 34	5,319 28	683 43	1,121 32
	15,107 73	9,947 01	23,837 14	48,891 88	14,866 54	10,510 13	14,344 60	39,721 27	24,933 15	22,461 09	8,209 21

(B.)

ANNUAL STATEMENT--(Continued.)

Pay-Engi- neers, Con- ductors, & Firemen & Train Hands.	Subsist- ence and Clothing	Loss and Dam- age.	GRAND TOTAL.	DEPARTMENT OF ROAD REPAIRS,				TOTAL.	Salary-- President, Treasurer, Superintend- ent, and Engineer & Agents at Wilmington & Weldon.	Inciden- tal Ex- penses.	Aggregate.
				Pay Road & Section Masters, Road Car- penters & Laborers.	Subsist- ence and Clothing	Cost of Tim- ber for Brid- ges and Ties, and the work, and dwellings for Section Mas- ters & labor's	Gross Ties, Spikes & Chairs.				
2,235 55			8,466 51	366 00	226 55	347 31	1,470 55	2,410 41	870 98	146 92	11,894 82
2,366 32	38 87	115 40	19,837 90	65 25	1,147 58	33 15	1,117 85	2,363 83	1,006 94	145 63	23,354 80
2,644 73	350 58	10 00	27,032 64	2,301 08	470 38	2,661 33	3,160 84	8,193 63	1,106 25	545 06	36,877 58
2,393 63	569 51	77 69	19,221 84	950 04	1,584 96	800 68	444 62	3,789 30	1,137 47	613 70	24,753 31
2,078 40	1,038 50	13 20	12,740 59	1,700 63	1,405 59	45 29	1,309 55	4,461 06	1,137 53	98 42	18,487 60
2,321 16	486 09	139 42	11,808 46	1,194 80	486 09	754 79	2,382 15	5,332 80	1,137 48	199 00	19,477 74
1,924 77	640 66	165 72	13,188 48	988 97	640 68	221 36	2,436 00	4,287 01	1,137 52	400 00	19,013 01
2,111 25	226 67	123 20	15,043 29	915 81	226 70	819 59	279 70	2,762 14	1,246 02	546 19	19,597 64
1,921 57	962 54	551 56	551 56	770 00	963 54	281 41	1,324 35	5,636 20	1,633 17		15,820 93
2,028 06	703 15	69 27	11,461 49	812 48	687 42	87 81	617 00	2,164 71	1,070 79		14,796 99
2,063 32	267 19	45 18	12,235 23	765 29	115 22	585 77	2,323 30	3,789 58	944 19		16,969 00
11,903 00	415 94	27 13	26,106 32	22,603 71	415 96	998 89	1,467 34	25,485 90	1,310 60		52,902 73
35,991 76	5,699 70	786 21	186,694 27	33,444 06	8,370 67	7,237 29	18,333 25	70,767 57	13,738 94	2,694 92	273,895 70

(C.)

ANNUAL COMPARATIVE ABSTRACT.

ANNUAL COMPARATIVE ABSTRACT.											
YEAR.	PASSENGERS.				Way.	Amount Way Passengers.	Amount Rail Road Freight.	Mails, &c.	TOTAL.		
	Through.		South.	North.							
	Thro. Pass.	Amount.									
1847.	6,401	6,671	140,959	25	25,396	53,481	62	48,761	52	331,480	20
1848.	5,517	5,938	113,078	22	28,372	53,092	04	51,534	54	317,459	50
1849.	5,677	5,529	108,962	96	27,575	50,173	98	57,014	81	310,397	00
1850.	11,277	10,448	193,706	67	31,806	62,882	62	71,051	26	422,325	12
1851.	10,547	11,361	195,509	68	39,085	75,350	61	93,348	93	497,219	41
1852.	10,908	11,204	200,425	02	49,542	98,935	10	110,194	09	510,038	72
1853.	11,763	12,512	214,135	02	64,068	138,148	40	112,582	23	568,899	67
1854.	14,869	13,777	151,034	31	71,620	132,511	51	130,463	57	482,880	62
1855.	15,828	17,670	151,377	95	68,644	96,394	59	142,348	72	441,994	06
1856.	16,584	18,744	162,341	80	72,790	108,408	95	155,158	17	475,893	64

*Old Iron included.

(C.)

ANNUAL COMPARATIVE ABSTRACT—CONTINUED.

EXPENDITURES TRANSPORTATION.				ROAD REPAIRS.				Office.	Grand Total.
Repairs Locomotives.	Repairs Coaches and Cars.	Transp'n including Dep. Exp.	Total.	Pay of Officers, Overseers and Hands.	Subsistence and Clothing.	Cost of Materials.	Total.		
11,235 77	9,160 40	37,546 69	57,942 86	28,787 92	7,740 32	44,950 29	82,479 03	573 43	259,912 60
13,580 57	18,954 39	43,337 17	75,872 13	25,800 52	8,029 60	67,341 95	101,172 11	210 68	275,328 86
20,663 93	11,373 00	40,249 27	72,286 20	27,130 66	6,592 88	42,191 25	75,914 79	191 91	245,698 52
30,740 71	19,587 81	48,688 51	99,017 03	25,112 24	10,124 99	36,736 69	71,973 92	241 42	274,764 53
29,430 51	21,447 20	57,905 83	108,783 54	26,855 28	10,862 92	7,888 98	45,607 18	247 30	277,255 20
30,426 36	18,625 50	70,807 23	119,859 09	22,486 86	11,168 62	20,192 33	53,847 81	172 21	325,909 88
37,644 95	35,468 27	82,120 51	155,233 73	23,282 13	9,571 38	12,201 31	45,054 82	365 62	348,307 01
44,434 82	37,303 08	96,516 15	178,254 05	31,147 12	6,945 20	16,774 26	54,866 58	200 76	291,220 73
46,309 94	34,216 96	110,058 29	190,585 19	31,819 03	13,051 13	32,962 86	77,833 02	400 02	268,818 23
For particulars see Annual Statement,				-	-	-	-	-	\$273,895 70

EXHIBIT,

Showing the business of the Company, for the year ending 30th September, 1856.

	September 30,	1866.	September 30,
Cash on hand.....	\$ 16,521 73		
" " in London and Raleigh.....	13,329 11		
Bills Receivable.....	35,021 66		
Amount due from Post Office Department.....	12,150 26		
" " Agents.....	9,657 08		
" " Individuals.....	12,576 64		
" Received for old Iron sold this year.....	2,455 74		
" " Lands.....	438 00		
" " Interest on Bonds of the State of North Carolina.....	480 00		
" " for transportation of Passengers, Freight and Mail, for 12 months to date.....	475,893 64		
Debt increased this year this amount.....	11,041 86		
PER CONTRA.			
Paid current expenses of Road this year.....	\$273,805 70		
Interest and premium on Exchange, paid.....	60,404 87		
Dividends, No. 8 and 9.....	93,026 50		
Paid on account Passenger Station House at Wilmington this year.....	11,629 50		
" " Warehouse at Weldon.....	630 90		
" " " " on the Wharf.....	1,172 67		
" " " " Steamer W. W. Harlee.....	4,816 95		
" " " " Smith's Creek Bridge.....	200 17		
" " " " North East River Bridge.....	1,379 28		
" " " " 20 Freight Cars, joint property, North Carolina and Wilmington Rail Road.....	5,944 83		
Cost of 13 Negro Slaves purchased.....	4,414 33		
Amount paid for \$5500 worth of Bonds of State of North Carolina.....	15,000 00		
Amount of Bills Receivable.....	34,307 36		
" due from Post Office Department.....	\$11,493 75		
" " Agents.....	12,378 00		
" " Individuals.....	15,472 12		
Counterfeit money taken this year.....	10,257 83		
Cash in Raleigh to pay interest.....	66 00		
Cash on hand.....	4,500 05		
	29,552 91		
	\$590,565 72		
	\$590,565 72		

JAMES S. GREEN, Treasurer.

STATEMENT of the affairs of the Wilmington and Weldon Rail Road Company, from the commencement of the work to the 30th September, 1856.

WILMINGTON, SEPTEMBER 30, 1856.

Dr.		Cr.	Balance
Cost of Real Estate, Construction and Re-construction of Road			
"	Warehouse in Wilmington	14,364 64	2,776,403 89
"	" " " on the wharf,	4,816 95	
"	Passenger Station House in Wilmington,	22,430 41	
"	" " " " Weldon,	2,507 75	
"	Warehouse in Weldon,	2,215 25	
"	Steam Ferry Boat " W. W. Harlee,"	10,582 07	
Am't paid on acct 20 Freight Cars, joint property of Wil. & Wel. and N. C. Rail Roads,		4,414 33	
"	" " " construction of Smith's Creek Bridge,	3,126 85	
"	" " " North East River Bridge,	5,944 83	70,402 58
Cost of 13 Negro slaves purchased,		15,000 00	
Am't paid for Bonds of the State of North Carolina, par value \$35,000,		34,307 86	
Stock of the Wilmington & Manchester Rail Road Company,		100,000 00	
"	" " Wilmington and Weldon Rail Road Company purchased,	3,850 00	
"	" " Washington and New Orleans Telegraph Company,	3,150 00	156,307 36
Amount of Bills Receivable,		11,493 75	
"	due from Post Office Department,	12,378 00	
"	" Agents,	15,472 12	
"	" Companies and Individuals,	10,259 83	
" of Counterfeit Money on hand,		49,603 70	
Cash in Raleigh to pay Interest,		662 54	
" on hand,		4,500 05	
		29,552 91	
		\$3,087,483 03	

STATEMENT—CONTINUED.

<i>Cr.</i>					
Amount received from Capital Stock,	-	-	-	222,666 67	1,340,218 21
Bonds payable in England,	-	-	-	443,555 56	
Mortgage Bonds payable in England,	-	-	-	250,000 00	
Bonds Endorsed by the State of North Carolina,	-	-	-	58,405 89	
Bills Payable,	-	-	-	6,546 00	
Unpaid Dividends,	-	-	1	8,023 47	
Due on Pay Rolls,	-	-	-	42,430 98	
" " Negro Bonds,	-	-	-	11,187 43	
" " to sundry Individuals and Companies,	-	-	-	224 04	
" " Stock Purchased,	-	-	-		1,038,040 04
Profit and Loss account,	-	-	-		709,179 78
					\$3,087,433 03

JAMES S. GREEN, *Treasurer.*

REPORT

OF THE

AUDITING COMMITTEE.

To the Stockholders of the Wil. & Weldon R. Road.

GENTLEMEN:—The undersigned, appointed for the purpose of auditing the accounts of you Company, for the year ending 30th September, 1856, have made a thorough examination of the books and stock account, and beg leave to report that they find all the entries on the books of the Treasurer correct, and accompanied by properly authenticated vouchers, with the exception of those referring to the accounts with the Company's agents in London, which are only sustained by written statements from them, forwarded through the Company's agent in New York.

We think, to ensure security, the coupons to the Company's bonds held in England should be canceled and returned, as paid, without which, you can have no assurance that they may not be again presented, or that the returns rendered are correct.

We also found a few unimportant errors in the way-bills, which have since been corrected.

In the accounts of the Transportation Department, we found a number of errors, pro and con, resulting in a difference of \$157 12, a list of which we have given the Treasurer for entry on his books. Those accounts are not kept as carefully, systematically or correctly as they should be, and in our opinion need reform.

We submit the following statements, showing the result of the Company's business for the past year:

RECEIPTS.

Amount received for through travel,	-	-	-	-	\$162,341 80
" " " way "	-	-	-	-	108,408 95
" " " freights,	-	-	-	-	154,153 17
Transportation of mails, rents, &c.,	-	-	-	-	50,984 72

\$475,893 64

EXPENDITURES.

Cost of Transportation, including Repairs of Locomotives,			
Coaches and Cars, and Depot Expenses,	-	\$186,694	27
Railroad Repairs, including Subsistence and Clothing, Pay of			
Officers and Office Expenses,	-	87,201	43
Interest and Exchange,	-	60,404	87
			334,300 57
Nett profits,	-		\$141,593 07

LIABILITIES OF THE COMPANY ON THE 1st OCTOBER, 1856.

Old Bonds, payable in England at 5 per cent.,	-	\$222,666	67
Bonds endorsed by the State of North Carolina, at 6 per cent.,	-	250,000	00
New Bonds payable in England,	-	443,555	56
Bills Payable,	-	53,405	89
Due on Pay-rolls,	-	8,023	47
" " Negro Bonds, 1844 to 1856, inclusive,	-	42,430	98
" " Dividends, Nos. 1 to 9	-	6,646	00
Balance due on 30 shares Stock, surrendered to be rode out,	-	224	04
Due to sundry Individuals and Corporations,	-	11,187	43
			\$1,038,040 04

CONDITION OF THE COMPANY ON THE 1st OCTOBER, 1856.

Liabilities of the Company,	-	\$1,038,040	04
Capital Stock paid in	-	1,340,218	21
Balance of Profits from Commencement of Operations to present time,			
after paying Interest on Debt,	-	709,179	78
			\$3,087,433 03

Cost of Construction, Real Estate and Re-construction,	\$2,776,403	89
29 Shares Company's Stock Purchased and Balance Due on		
Forfeited Stock,	-	3,850 00
Wilmington & Manchester Rail Road Stock,	-	100,000 00
Washington & New Orleans Telegraph Stock	-	3,150 00
Bills Receivable,	-	11,493 75
Due from Individuals and Cost of Ferry Boat, Warehouses,		
and Passenger Sheds at Weldon and Wilmington, (includ-		
ing cost of Bridges over Smith's Creek and N. E. River,		
and Freight Cars under construction,)	-	80,662 41
Due from Agents,	-	15,472 12
Due from Post Office Department for Mail service,	-	12,378 00
Counterfeit Money taken,	-	682 54
Cash in Raleigh to pay Interest due,	-	4,500 05
Cash in hands of Treasurer,	-	29,552 91
Cost of 13 Negro slaves,	-	15,000 00
Bonds of State of North Carolina, par value \$25,000, cost,	34,307 36	\$3,087,433 03

All of which is very respectfully submitted.

H. BAKER,
F. S. MARSHALL, } Committee.
D. MacRAE,

WILMINGTON, N. C., Nov. 6th, 1856.

